

CLAIMS:

1. A control device for an input clutch of a work vehicle, comprising:
 - an input clutch provided between an engine and a transmission on a power transmission path for the engine;
 - an orifice provided on an oil passage supplying pressure oil to the input clutch, the orifice having an original pressure at an upstream side and a clutch pressure of the input clutch at a downstream side;
 - input clutch pressure control means provided to communicate with the oil passage on the downstream side from the orifice to control the clutch pressure of the input clutch such that the clutch pressure of the input clutch is reduced as an operation amount becomes greater;
 - clutch pressure detection means for detecting the clutch pressure of the input clutch;
 - determination means for determining whether or not a rising speed of the clutch pressure of the input clutch is less than a limit rising speed of the original pressure; and
 - original pressure control means which adjusts the original pressure such that a difference between the original pressure and the detected clutch pressure of the input clutch becomes a predetermined offset pressure when it is determined that the clutch pressure rising speed of the input clutch is less than the original pressure limit rising speed, and adjusts the original pressure such that the original pressure is raised at the original pressure limit rising speed when it is determined that the clutch pressure rising speed of the input clutch is equal to or higher than the original pressure limit rising

speed.

2. The control device for an input clutch of a work vehicle according to Claim 1, comprising:

brake means for reducing a speed of a vehicle body; and

brake operating means for actuating the brake means with a braking force according to an operation amount,

wherein the input clutch pressure control means controls the clutch pressure of the input clutch such that the clutch pressure of the input clutch is reduced as the operation amount of the brake operating means becomes greater.

3. A control device for an input clutch of a work vehicle, comprising:

an input clutch provided between an engine and a transmission on a power transmission path for the engine;

brake means for reducing a speed of a vehicle body;

brake operating means for actuating the brake means with a braking force according to an operation amount;

an orifice provided on an oil passage supplying pressure oil to the input clutch, the orifice having an original pressure at an upstream side and a clutch pressure of the input clutch at a downstream side;

input clutch pressure control means provided to communicate with the oil passage on the downstream side from the orifice to control the clutch pressure of the input clutch such that the clutch pressure of the input clutch is reduced as the operation amount becomes greater;

clutch pressure detection means for detecting the clutch pressure of the input clutch;

determination means for determining whether or not a rising speed of the clutch pressure of the input clutch is less than a limit rising speed of the original pressure; and

original pressure control means for adjusting the original pressure such that the original pressure is raised at the original pressure limit rising speed when it is determined that the clutch pressure rising speed of the input clutch is equal to or higher than the original pressure limit rising speed.

4. A control method for an input clutch applicable to a work vehicle comprising:
an input clutch provided between an engine and a transmission on a power transmission path for the engine;

an orifice provided on an oil passage supplying pressure oil to the input clutch, the orifice having an original pressure at an upstream side and a clutch pressure of the input clutch at a downstream side;

input clutch pressure control means arranged to communicate with the oil passage on the downstream side from the orifice to control the clutch pressure of the input clutch such that the clutch pressure of the input clutch is reduced as an operation amount becomes greater; and

clutch pressure detection means for detecting the clutch pressure of the input clutch,

the control method comprising the steps of:

a) determining whether or not a rising speed of the clutch pressure of the input

clutch is less than a limit rising speed of the original pressure; and

b) adjusting the original pressure such that a difference between the original pressure and the detected clutch pressure of the input clutch becomes a predetermined offset pressure, when it is determined that the clutch pressure rising speed of the input clutch is less than the original pressure limit rising speed, or

adjusting the original pressure such that the original pressure is raised at the original pressure limit rising speed, when it is determined that the clutch pressure rising speed of the input clutch is equal to or higher than the original pressure limit rising speed.